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# Hongkong Daily Press.

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The Only Award Chicago, 1893  
[91a]

No. 14,410 號十壹百肆千肆萬壹第 日捌十式月肆年十壹緒光 HONGKONG, SATURDAY, JUNE 11th, 1904. 陸拜禮 號壹拾月陸年肆零百九千壹英港香 PRICE, \$3 PER MONTH.

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Casks of 37½ lbs. net \$4.75 per Cask ex Factory.  
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Ho gh. 14th August, 1903. [a1451]

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NEW PREMIER CYCLES. Best American  
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MOTOR CYCLES, MAIL CARS,  
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[60a]

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They are made of best Havana leaves and  
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Inspection courteously invited.  
Hongkong, 26th May, 1904. [133]

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It will contain 45 suites of rooms, consisting  
each of sitting room, verandah, bedroom and  
bathroom, lighted throughout by electricity.  
Its situation in the immediate proximity of  
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surroundings of Tsingtau will contribute to the  
pleasure and recreation of all visitors. The  
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The Hotel will be opened on the 1st of June.  
An Omnibus will meet every steamer to carry  
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Intending Visitors to either the Hotel Prinz  
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**THE MANAGER,**  
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Tsingtau, 28th May, 1904. [a1449]

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Breadth 7 feet.  
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Engines, Compound Outboard Condensing.  
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Hongkong, 21st May, 1904. [1294]

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Hongkong, 21st December, 1903. [a38]

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SHIRTS. COLLARS. TIES.  
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Hongkong, 10th May, 1904. [a4a]  
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11 Years old; the finest quality shipped.  
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Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS.

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\$21 PER DOZ.  
This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassall.

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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste.

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\$41.75 PER DOZ. QUARTS.  
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THEY ARE UNEQUALLED AT THE PRICE.

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AQUARIUS SPARKLING MINERAL TABLE WATER  
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Hongkong, 16th May, 1904. [a35]

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NERNST ELECTRIC LIGHT.  
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
AS CHEAP AS GAS!  
FOR PARTICULARS APPLY TO  
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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
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Consultation Free.  
Hongkong, 21st March, 1903. [9]

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Large and lofty Rooms, Elegantly Furnished.  
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Special Rates for Tourists.  
Launch Service for Guests.  
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Hongkong, 31st October, 1902. [a49]

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**MACAO**  
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as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. Heungshan), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
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Cable Address—"BOAVISTA."  
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The Oldest and Cheapest Company in the  
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DODWELL & CO., LD.,  
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[a1891-2]

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**HONGKONG HOTEL**  
A FIRST-CLASS HOTEL IN EVERY RESPECT  
Elegantly Furnished Reading, Drawing,  
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Private Bar and Two Billiard Rooms for  
Hotel Residents.  
Dining Accommodation for 300 persons.  
Private and Special Dining Rooms.  
European Chef and Indian Curry Cook.  
Ladies' Afternoon Tea Rooms with European  
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Hydraulic Elevators to each Floor.  
Bedroom Accommodation—131 rooms.  
Electric Lighting throughout. Electric Fans  
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Hot and Cold Water throughout.  
Wines and Groceries specially imported by  
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Exits on every floor.  
MODERATE CHARGES! NO EXTRAS!  
H. HAYNES,  
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[a48]

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Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South  
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A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.  
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A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
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Electric Passenger Elevator to each floor.  
Table D'Hote at separate tables.  
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Hongkong, 10th June 1903. [1082-]

**MACAO  
AND  
CANTON  
HOTELS.**

**A LITTLE CHANGE.**

THE Round Trip from HONGKONG  
to MACAO, thence to CANTON and back to  
Hongkong, will be found interesting and  
enjoyable.  
WM. FARMER,  
Proprietor. [1362]







# THE NEW Y.M.C.A. ROOMS. FORMAL OPENING LAST NIGHT.

ADDRESS BY H.E. MR. F. H. MAY.

Last evening the new rooms of the Young Men's Christian Association on the top floor of Alexandra Buildings were formally declared open by His Excellency the Officer Administering the Government, F. H. May, C.M.G., in presence of a large company of ladies and gentlemen. The rooms were nicely decorated for the occasion. Among those present were Mrs. May, Bishop and Mrs. Howe, Hon. and Mrs. Barnes-Lawrence, Hon. Gresham Stewart, Major and Mrs. Benson, Rev. and Mrs. Pearce, Rev. and Mrs. Hickling, Rev. and Mrs. France, Rev. Mr. Bidie, Rev. W. G. Southam (secretary), Rev. Mr. Routledge (assistant secretary) and about 200 others.

Rev. W. J. Southam, the General Secretary, was the first speaker. He said:—Your Excellency, my Lord Bishop, ladies and gentlemen.—We are met together this evening under the auspices of one of the most remarkable organisations which the nineteenth century produced. Exactly 60 years ago this movement among young men was inaugurated quietly and without ostentation in a private room of young George Williams, now Sir George Williams; but in that small room the electric button was touched and set in motion forces which increased in momentum as time went on. And what have we to-day? The Young Men's Christian Association, a highly organised, world-wide movement full of vitality, firmly established in 45 different countries with a membership of nearly 700,000 divided among 6,779 separate associations. This organisation employs 2,637 paid secretaries and owns 875 buildings, the approximate cost of which is nearly seven millions sterling. Those who have had the privilege of seeing this work in Canada and the United States will admit, I think, that it is in those countries that the Young Men's Christian Association has reached the highest level of efficiency. There also is given the best illustration of its scope and adaptability. No class of men is considered out of its range. There is no college of any kind which has not its college Young Men's Christian Association. In the cities will be found well-organised associations with their business men's departments and railroad departments, and almost without exception these associations command the universal respect and support of the leading business men. There are associations for coloured young men and for Indians, for the sons of the rich in Fourth Avenue and for the poor in the Boverly. The work of the Association in the East received its first great impetus in 1858, when Mr. McConaghy was sent to Madras. That city has now the finest Association building in the Orient. From year to year new fields have been entered, and flourishing Associations are now at work in Calcutta, Bombay, Colombo, Tokyo, Tientsin, Shanghai and other Eastern cities as well as in Hongkong. Four and a half years ago it was my privilege to come here for the purpose of organising Association work. On carefully studying the field it seemed wise to work along the lines of least resistance, and the result is a flourishing Chinese Association which has now 240 members, and which during the past twelve months has had an enrolment of 250 in its evening educational classes. Plans are being made for organising a College Association among the Chinese students, and only a few weeks ago we received a petition from Hongkong signed by 105 names, mostly workmen asking for organisation among the 10,000 young men there. I mention these facts not only to tell you what is being done in other directions but to illustrate the adaptability of this organisation. But to come to that phase of the work with which we are immediately concerned this evening—I mean the European department—some of us have been looking forward to this event for a long time. Five years ago the problem seemed almost impossible of solution. But nothing is impossible to those who have faith, and our gathering here to-night is an evidence of this. Those who believe in the need for and the possibility of this institution are more than rewarded to-night. These rooms—126 members will to-night take possession of them and this opening reception graced by your Excellency's presence are some of the tangible results of faith followed by work. This has been brought about not through the efforts of any one individual, but by co-operation. His Excellency from the first has given this work his heartiest approval and support, and his presence here to-night is another endorsement of it. Most of the leading business men have given practical evidence of their interest in the movement and their willingness to give it a fair test, while among the members themselves are those who, with faith, enthusiasm and personal effort have stood together with the vision of an European department before them, and now the vision has been transformed into a reality. I should like to mention some names, but most of us will know who these men are. As a result of the united efforts of those whom I have referred to we stand to-night in this beautiful building, which you have seen for yourselves, of a fully organised Young Men's Christian Association. We realise that there are many problems yet to be solved, but we now stand ready to endeavour to carry out the purpose of the Young Men's Christian Association. And what is this purpose? To put it briefly it is this—the all-round development of men. With this as our purpose the neglect of any one side of men's nature means failure in the purpose. We realise that some associations have failed because they have neglected to consider the whole man. The carrying out of this purpose therefore involves religious, social, physical and intellectual

work. To take first of all the religious—we consider this of paramount importance and the rock upon which our work is founded. It is the secret of success. We plan to have attractive weekly meetings, Bible classes and wholesome companionship of Christian men. Attendance at these meetings and classes of course is absolutely voluntary. No man need fear that he is going to have religion pushed down his throat. We trust that there will be no namby-pambyism, and our conception of a religious man is that of a clean, square man measuring up in some degree to the Divine Man. Then as to social work, we are planning to have "At homes" with popular talks, receptions and indoor games. There is a billiard-table and musicals, and also in this connection furnished bed-rooms and a dining-room. In other words, we want to make this place a home for those away from home. It is scarcely necessary for me to mention the physical work because it is obvious. Swimming, tennis, cycling, football or any other outdoor sports for which there may be a demand will be encouraged and planned for. A gymnasium would be a great boon if some philanthropist will provide us with one. As to the intellectual work, a gentleman said to me the other day that if we could do anything to awaken the intellectual life of the place we should be doing good work, and this is just what we plan and hope to do. To this end educational classes will be formed in such subjects as French, German, Chinese, or whatever there may be a demand for. It may be interesting to note here that during the past three months we have had a class for the study of colloquial Chinese which has been attended on an average by 15 students. It was conducted by the Rev. William Bridge and a Chinese teacher, and Western methods of teaching were adopted. We fully expect to resume this class again after the hot weather. There will also be popular lectures on science, art and literature and questions of the day. A literary society and debating club and a camera club will also have their place in the intellectual development, while there is also a reading-room well equipped with most of the best magazines and papers of Great Britain and North America. We intend to have an organisation here, and shall leave no stone unturned to have it, which will command the respect and support of the business men of the community and to which no man need ever feel ashamed to come. We want this to be a place for the development of all-round men, and surely no higher purpose than this is conceivable? We are most of us acquainted with the force temptations which assail men in the East. We want to help men to overcome them. We want to strengthen the weak, to unite them with the strong, and to help develop a sentiment in favour of clean, manly, God-like manhood. (Applause.)

Mrs. Gordon then sang a much-appreciated song.

Hon. GRESHAM STEWART said:—Your Excellency, my Lord Bishop, ladies and gentlemen.—This is the first time that I have ever taken a leading part in anything approaching a religious function. I admit I was somewhat in evidence at my christening—and at my marriage I occupied a prominent although entirely subordinate position.—(laughter.) As for my recollection serves me on both of those occasions I felt nervous and uncomfortable, and when they were over I returned with relief to my customary seclusion. I confess to a recurrence of a similar feeling to-night, but my position here, however, has been so clearly defined for me by the General Secretary, that I feel less diffidence than I might otherwise do under the circumstances, in addressing an audience such as this upon an occasion like the present. When Mr. Southam asked me to say something at the opening of this institution I said "No, I am not good enough." "Oh," said he, with a smiling smile, "that is the very reason we want you; we want to have people of all sorts." As therefore I cannot be accused of assuming a claim to a sanctity I do not possess, I have attended to-night to give what support I can to an institution which contains very great possibilities for good. I feel it a great honour to be asked to do so, and I think you have begun well by opening your gates to both sheep and goats. If you are to do great good you must cater for both, and as the representative of the latter I hope that you will always maintain a similar attitude. The manager of the Young Men's Christian Association will always have to display considerable tact in discriminating as to who shall and who shall not be admitted into an association such as this, and as to what sort of amusements and recreations are to be encouraged amongst its members. I hope when you are in doubt as to the proper course to pursue and the pros and cons are about equal, that you will always incline the balance more towards liberality and openness than towards exclusiveness. I suppose I am here as representing in a measure that unknown quantity called the "man-in-the-street," and I know that you want to get as many of the outside public as possible inside your institution. The man-in-the-street is often credited with more wisdom than he has got, just as he is often debilitated with more iniquity than can be justly put to his account. That he takes a great interest in the affairs of this world his daily avocations show. I take it that you want him to take a greater interest in the affairs of the next world, and so have started this association. Well, as you desire to do this outside world good, you wish him to come here. You do not want to scare him away or your influence for good will be curtailed and your monetary position will become strained. Do you mind my giving you a few ideas on this point? They may not accord with the opinions of some, but they are made in good part, as I hope they will be received. Don't try to force religion down people's throats too strongly at the start. Good

it is, and so is water; but you don't want always to be drinking water. Get your men in and let them shake themselves into the ranks their natural proclivities incline them to. Some will gravitate towards athletics, some to more active religious observances, some to your library and intellectual enjoyment, and so on. We have little intellectual life here, and the Odd Volumes Society, which is the only organized body devoting itself in that particular direction, has been kept alive by Mr. Pollock. A literary and debating society might be a useful thing for this body to inaugurate, and if you develop your institution at all points the religious side of it will naturally benefit. I am old enough to remember the great work done in England by Messrs. Moody and Sankey and can testify to the great influence for good brought into England by those two eminent men. But I think their influence would have been even greater if their efforts had not at times been marred by the sometimes tactless and ill-chosen advocacy of some of their followers who constituted themselves amateur missionaries. I remember quite well the risks one ran of being attacked in the most unexpected manner in all sorts of places by earnest but aggressive people, in the train, or at a cricket match for instance. One might be suddenly addressed by an entire stranger with a remark such as, "Young man, are you saved?" It gave one a most uncomfortable shock, and one felt that there was something wrong in the perfectly innocent occupation of the moment, especially if the revivalist should be a fierce-looking person who looked at you with a threatening eye which seemed to say, "If we both die in five minutes I am all right but you are going straight to Hell!" We will not enter into the controversial subject as to whether errors of this sort life are to be met with eternal punishment in the next, but it was not fair to say, to say the least of it, and often deflected the very object these good people had in view. Is it not possible these ill-chosen exhortations arose from a lack of humility? Of all the Christian virtues humility appears to me to be the rarest. It somehow is a virtue which seems to recommend itself to very few. Amongst the particular section of the great country to which I belong I never remember meeting any individual distinguished for it. In fact if I meet a real humble-minded Scotchman I shall certainly be anxious as to the state of his general health. Whatever the cause, it is a virtue of a rare order, and yet we as Christians have ample cause to indulge in it when we reflect that in 1900, when Christian and non-Christian troops came shoulder to shoulder in North China, the non-Christian troops were distinguished far beyond all others for mercy and forbearance. The religious temperament is not evenly distributed; it is natural, I think, much more developed in some natures than in others, just as the intellectual and physical capacity of one man is different from that of another. Now the strongly religious you have always with you; but if you wish to get in the others, don't try them too high at the start. Don't let a youngster think that he must go to a religious service because he comes here. Leave him alone and he will take part all right when he feels drawn towards it. Besides, some are more sensitive than others, and to parade the secrets of the heart to the public is to some natures intolerable. Besides, you want the place to be self-supporting, and you don't want to frighten anyone away. You will be handicapped by the fact that this is a teetotal institution. I think you might consider the advisability of making it also a ready-money club. Chits are a relic of old days when folks had to carry lumps of silver. They have served their purpose, and nowadays have often ill-effects, for many a youngster finds at the end of the month that he has spent much more than he ever intended to. On the other hand, there are some unscrupulous ones who do not pay their chits, so in two ways you might do good by avoiding them. There might be some system of men keeping a deposit with the secretary, if they do not want to carry money about with them. It cannot be denied that in the commercial world, the outward show of religion has again and again been used by unscrupulous people as a cloak by which they were able to obtain an unfair advantage over their unsuspecting neighbours. It is this which has given rise to a very general prejudice against the introduction of religion into the business atmosphere. It is for every man to live so that he may remove such a prejudice, and to do all he can so that that reproach can never be brought against him. You will understand my point. It is against the individual and not against our religion. Just as in all the errors perpetrated under the name of religion, men have quoted it with their lips, but lacking it in their hearts have violated the spirit of it to suit their private ends. With the object of this institution there can be nothing but entire and hearty sympathy and approval. It is only with regard to the best way to attain the object it has in view that there can be any possible difference of opinion. It is in the hope that the points I have brought forward may help to elucidate possible difficulties which you may be called upon to face that I have ventured to touch upon them. All thinking men who know the pitfalls and temptations which beset the footsteps of young men at all times and in all places—and nowhere are they more plentiful than in the East—will in spirit give this institution their hearty support. The list of subscriptions and guarantees shows that they are also lacking it with their money. Its success of course rests mainly on the number of members you can get to support it. That essential will be in a great degree facilitated or retarded by the spirit in which you direct its

movements. I personally have every hope that under the enlightened body of directors and under the liberal-hearted and genial influence of your General Secretary your efforts will meet with unbounded success. I am sure that you will ever remember that the Gospel of Peace and Goodwill has been sent into the world for the benefit and consolation of sinner and saint alike. In the widest spirit of charity and good fellowship, one man towards another, I feel sure you will pursue your course, and in years to come I hope and believe that those who have founded this institution will have the satisfaction of feeling that their labours have been rewarded and that the seed sown to-night has been blessed with much good fruit. From my heart I wish the Y.M.C.A. God-speed and much prosperity. (Applause.)

In the interval a song was sung by Mrs. Gordon. Mr. A. G. Ward accompanying on the piano. A song was also sung by Mr. G. H. Edwards.

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT.—My Lord Bishop, Ladies, and Gentlemen.—Mr. Southam and Mr. Gresham Stewart in the eloquent addresses they have delivered have covered so much ground that there remains little for me to say. There is one point that I would like to speak to you about for a few moments. When we were considering the question of inaugurating this association the subject of its name came under discussion. It was suggested that if we dropped the word Christian out of the name we might find it easier to get young men to join us. After full consideration we determined to retain the word. Why should we have dropped it? You have heard from Mr. Southam that we welcome here anyone who is a professing Christian or not, who thinks our Association may supply a want he feels. All we ask is respect for Christian morality. And is it not worthy of respect? Is there anything to be ashamed of in it? Has not Christianity done much for the world, much for the British Empire? Look for a moment at that Empire. Does not Mercy enthroned smile upon it? Does not the lamp of Truth shine brightly there? Does not Justice with outstretched hand hold within reach of the people her impartial scales? Does not Hope illumine the hearts of her toiling children—the hope of forgiveness that is born of repentance, the hope of reconciliations, neglected in this life, to be made in the life hereafter? Can you say the same for all non-Christian countries? No man need be ashamed of giving his moral support, if he can give no other, to an institution bearing the name of Christian. And in these latter days Christianity wants your support. Christianity has ever known how to repel the attacks of those who assail her openly with the naked sword of unbelief, but the attacks of those who stab her in the back with sneers and gibes and scoffs are more difficult to deal with. I assert that in the be-littling of religion there is national danger. We talk of an army re-organised by a brand new Army Council; of a Navy rich in every appliance that the devilish ingenuity of man can devise for harrying our enemies into eternity. But what are 50 such armies and navies worth without a nation of steadfast, earnest and honest men to wield them? Our old time religion is a national asset which if a man would impair he is no true friend of his country. Therefore let us be careful how we trifle with religious questions. If we are not endowed with Faith, let us at any rate show respect for those who are. Let us give a moral support to the majority, for after all the vast majority of Englishmen are still Christian. Let us not by word or action encourage or support the enemies of our national religion. With these few words I welcome you here. You have in Mr. Southam and Mr. Routledge, who have been sent out by the International Committee of the Y. M. C. A. of North America at the request of the National Council of the Y.M.C.A. of England, who were unable to undertake the work here, two men eminently fitted for the work in hand. Our thanks are due to both of them, and especially to Mr. Southam, for all the work they have done for us so far, and to the International Committee of the Y.M.C.A. of North America, which is partly a British and partly an American Institution for helping us by sending them. Your Directors have at great expense taken and fitted up these rooms. Remember that the rent alone for which Mr. Southam and I are directly responsible amounts to no less than \$10,800 a year. It is for you now to put your shoulders to the wheel and make this association a success. You can do so by assisting the management in practising economy and by your conduct and example making the association so popular that it will speedily gain in membership. I feel sure that a good work has been done this night for our Colony and the country, for the association of a body of sober-minded, earnest men constitutes a centrifugal force the influence of which must and will be widely felt. (Applause.)

Mrs. Gordon closed the programme with a song. The large company then proceeded to refreshments and afterwards dispersed.

## CHURCH SERVICES.

S. JOHN'S CATHEDRAL.  
12th June, 2nd Sunday after Trinity.  
Holy Communion (7.30 a.m.)  
Matins (11.0 a.m.)  
Responses, Psalms, Venite, Baruc, Psalms: Jones and Cumings; Te Deum, Garrett in F; Benedictus, Barby in D; Hymns, 182, 193 and 306.  
Evangelion (5.45 p.m.).  
Responses, Psalms, Venite, Baruc, Tomlinson and Wesley; Magnificat, Garrett in G; Nunc Dimittis, Barby in F minor; Hymns, 178 (Part III), 166 and 173; Vesper Hymn, Ward (No. 2).

# KODAKS! KODAKS!! KODAKS!!!

AND

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We have an Establishment solely devoted to

## DEVELOPING AND PRINTING

or Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING &amp; CO.,

17A, QUEEN'S ROAD CENTRAL.

(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

## SHIPPING NOTES.

STEAMER MOVEMENTS.  
The M.M. steamer Yawo, with the next French mail, left Singapore on Thursday, the 7th inst., at 10 p.m., for this port via Saigon.  
The C.P.R. steamer Empress of India arrived at Nagasaki at 7 a.m. on Friday, the 10th inst., and left again at 3 p.m. same day for Shanghai, where she is due to arrive at 10 p.m. on Saturday, the 11th inst.  
The silk ex C.P.R. steamer Empress of Japan, which left here on the 11th ult. and Yokohama on the 20th ult., arrived in New York on the 9th inst., thus making a transit of 28 days from Hongkong and 20 days from Yokohama.  
WEATHER AT SEA.  
The P. & O. *Sardinia* and the steamer *Charterhouse* from Singapore yesterday, experienced fine weather. The *Parana* from Singapore reports a fine weather; smooth sea.  
The *Pronto* arrived from Chefoo yesterday after a fine passage.  
The *Hoching* from Kwongchow yesterday, reports fine weather.  
The *Longwood* from Chinkiang reports rain and rough sea; S.E. by land.  
The *Zeichen* from Bangkok reports light variable winds and smooth sea.  
The *Hutching* from Foochow and ports reports N.E. breezes with showers.  
The *Restor* from Saigon reports "fine."

MISCELLANEOUS.  
The *Restor* arrived from Saigon yesterday. She is a cable-ship.  
The *Benary* has 3,300 tons of general cargo for distribution at various Far Eastern ports. She arrived from London yesterday.  
The *Tishan* arrived from Bangkok yesterday with 2,000 tons of rice for Messrs. Bradley & Co.  
The *Charterhouse* from Newchwang via Chefoo yesterday has 200 tons of cargo, out of 1,700 tons aboard, for the East Asiatic Trading Co., Hongkong.  
The *Lord Dufferin* arrived from Cardiff yesterday with 5,558 tons of coal, but not for this port. The *Yabuchi* arrived from Hongkong yesterday with 3,000 tons of coal for Messrs. Jardine, Matheson & Co.  
The *Ningchow*, from Tacoma, brought 700 tons of lumber for Messrs. Butterfield & Swire.  
The B.I. *Purina* arrived from Rangoon yesterday with 1,070 tons of cargo for this port. On arriving, also, she had 880 Chinese passengers, many of whom are destined for Amoy.

THE AUSTRIAN LLOYD.  
The Austrian Lloyd's Company have had a bad year financially, and for the first time since 1891 have decided to pay no dividend. The net profit for the year was 95,654 kronen, which the directors propose to carry forward. This result is 485,000 kronen below last year's, when a dividend of 42 kronen was paid per share.  
CANADIAN PACIFIC RAILWAY CO.  
The acquisition by the Canadian Pacific Railway Company of an Atlantic steamship service, for both freight and passenger traffic during the past summer, was a great step forward in the development of this company; hardly less important was the inauguration by the same company during the winter, of a regular service between Antwerp and the Dominion of Canada.  
To realize thoroughly what this means to the commercial community, it must be remembered that the Canadian Pacific Railway has besides its Atlantic and China fleets a regular service of coasters running along the coast of British Columbia to the Yukon, and is in close connection with the Canadian-Australian line from Vancouver to Australia and New Zealand, calling at Fiji and Hawaii en route. Moreover, a glance at the map will show that the northern route taken by these lines gives them great advantage in point of distance traversed. The longitude is run down at its narrowest point, and a great many miles are saved. The route of the C. P. B. steamers from Vancouver to Yokohama, for instance, being 200 miles shorter than any other Trans-Pacific route.

## NAVAL NOTES.

At a time when control of fire in ships in action is the subject of study and experiment in the British fleet, the Japanese have chosen to make an innovation. In their new battleships, there is a conning tower of a thickness of five inches. In addition to these two ordinary sheltered positions, it is intended to equip each vessel with three other observation stations more or less adequately protected.  
The two new battleships building for Japan in England are nominally to be of 16,000 tons displacement. The armament consists of four 12-inch guns as in existing battleships; but in addition to the 12 six-inch guns usually carried, there will be four 10-inch guns on the upper deck. The heavy 12-inch guns have 10-inch armour and the nine-inch belt in addition to the armoured deck, which is three inches on the slopes. The speed of the vessels is to be 18½ knots, and the boilers will be of the Niclausse type of water-tube boilers.  
In connection with the training ship *Mildura*, under the Naval Agreement Bill for Australia, Mr. Commander Browder, Officer Commanding the naval portion in N.S.W., has received the appointment of Registrar to the Royal Naval Reserve under the Admiralty Commanding the Australian Squadron. All candidates for enrolment must be British subjects, of good character, able to read and write, and must have resided at least three years in Australia prior to making their application for enrolment. They will be required to pass a medical examination, and to bring any certificates as to character, etc., they may have, and must be of the following standards:—Boys from 15 years to 16 years of age, 5ft 2in in height, and 32in chest, or over; boys from 16 years to 17 years, 5ft 3in in height, and 32in chest, or over; men 5ft 4in in height, and of not less than 24in chest measurement. Boys may be enrolled between the ages of 15 and 17, and men between the ages of 18 and 35, and they will all be required to sign an engagement to serve for five years. They will be taken on in small batches from time to time, until the full complement of men and boys is obtained for the *Mildura*, the vessel placed at the disposal of N.S.W., Queensland, and Tasmania, under the Naval Agreement Bill, by the Imperial authorities.



HAVE YOU TRIED

## "YEBISU"

THE FAMOUS BEER OF JAPAN.

PURE  
PLEASING  
POPULAR  
PALATABLE  
PRODUCTION

S16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL [41]

## SKIN-TORTURED BABIES

And Tired, Fretted Mothers

Find Comfort in Cuticura Soap and Ointment

When All Other Remedies and Physicians Fail.

Instant relief and refreshing sleep for skin-tortured babies and rest for tired, worried mothers in warm baths with Cuticura Soap, and gentle anointing with Cuticura Ointment, purest of emollient skin cures, to be followed in severe cases by mild doses of Cuticura Resolvent. This is the purest, sweetest, most speedy, permanent and economical treatment for scurrying, itching, burning, bleeding, scaly, crusted and pimply skin and scalp humours, with loss of hair, of infants and children, as well as adults, and is sure to succeed when all other remedies and the best physicians fail.  
The agonizing itching and burning of the skin, as in eczema, the frightful scaling, as in psoriasis; the loss of hair and crusting of the scalp, as in scalled head; the facial disfigurement, as in acne and ringworm; the awful suffering of infants, and anxiety of worn-out parents, as in milk crust, tetter and salt rheum,—all demand a remedy of almost superhuman virtues to successfully cope with them. That Cuticura Soap, Ointment and Resolvent are such stands proven beyond all doubt. No statement is made regarding them that is not justified by the strongest evidence. The purity and sweetness, the power to afford immediate relief, the certainty of speedy and permanent cure, the absolute safety and great economy have made them the standard skin cures and humour remedies of the civilized world.  
Cuticura Resolvent, liquid and in the form of Chocolate Coated Pills, Cuticura Soap and Cuticura Ointment are sold throughout the world. Popular London, 2, Chancery Lane, W.C.2. Sole in New Zealand, 2, Raffles Place, Singapore. Sole in Australia, 2, Raffles Place, Sydney. Sole in India, 2, Raffles Place, Calcutta. Sole in Hongkong, 2, Raffles Place, Hongkong.

DR. NEWELL WILSON. DR. WILLIAM DANIEL.

## DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.D.C., 5th Ed. Lieber's.

P.O. Box 33. Telephone No 12.

## NEW ADVERTISEMENTS

## TO LET.

**NO. 11, MOSQUE JUNCTION.** Full View of Harbour, in Seymour Terrace.

**OFFICES, CENTRAL POSITION.** And others to suit various requirements.

**S. A. SETH,** Land and Estate Broker, The Dairy Farm Co., Ltd., Hongkong, 11th June, 1904. [73]

**THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.**

## LOST.

**THE CERTIFICATES OF 380 SHARES** standing in the Register of this Company in the name of ANTONIO OSORIO having been LOST, viz—

Scrip No. 73—23226/23225—100 Shares  
" 74—23226/23225—100  
" 75—23226/23225—100  
" 76—23226/23225—80

NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 380 Shares will be issued one month hence, and that the Original Certificates unless produced within that period will thereafter be held by the Company as null and void.

**SHEWAN, TOMES & CO.,** General Managers, Hongkong, 10th June, 1904. [1458]

**THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**APPLICATION** has been made to the General Managers of this Company to issue to the Russo-Chinese Bank of Hongkong duplicate certificates for Two Hundred Shares in the above Company or other certificates in lieu thereof upon the statement that the original certificates, viz—

Scrip No. 69 Nos. 17826/17850 ..... 25 Shares in the name of George Hutton Potts.  
Scrip No. 379 Nos. 36380/36429 ..... 50 Shares in the name of Catechick Paul Chater.  
Scrip No. 380 Nos. 36430/36479 ..... 50 Shares in the name of Catechick Paul Chater.  
Scrip No. 550 Nos. 47579/47783 ..... 25 Shares in the name of George Hutton Potts.

Scrip No. 573 Nos. 3426/3450 ..... 50 Shares in the name of Solomon Sassoon Benjamin.

have been lost or destroyed. Notice is hereby given that if within thirty days from the First June instant, no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for duplicates.

**JARDINE, MATHESON & CO.,** General Managers, Hongkong, 10th June, 1904. [1469]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to Sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

**TUESDAY,** the 14th JUNE, 1904, at 11 a.m., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street),

**SUNDRY HOUSEHOLD FURNITURE,** comprising—

MARBLE TOP SIDEBOARD with BEVELLED GLASS, WARDROBES, TEAKWOOD OVERMANTELS with BEVELLED GLASS, MOROCCO-COVERED DINING ROOM SUITE, WRITING TABLES, WICKEN CHAIRS, TAPESTRY COVERED SOFA and CHAIRS, COOKING STOVE and UTENSILS, CROCKERY and GLASSWARE, BRONZE BUSTS, &c., &c.

Also One NEW SINGER'S SEWING MACHINE, Three IRON SAFES, and One JAPANESE RICKSHA. Terms—As usual.

**HUGHES & HOUGH,** Auctioneers, Hongkong, 11th June, 1904. [1470]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to Sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

**SATURDAY,** the 18th JUNE, 1904, at 2.30 p.m., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street),

A VERY FINE COLLECTION OF OLD AND RARE POSTAGE STAMPS, including—

TRIANGULAR CAPE, OLD CEYLON, MULREADY COVERS, HAWAII, OLD HONGKONG (including 96 Cents Yellow Brown), MARKING BESEGED, NEW SOUTH WALES SYDNEY VIEWS, VARIOUS ERRORS, &c., &c., &c. Catalogues will be issued.

Terms—As usual. **HUGHES & HOUGH,** Auctioneers, Hongkong, 11th June, 1904. [1471]

**AMOY ENGINEERING CO., LD., AMOY**

## CALL FLAG E.

**REPAIR WORK** on Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited. **J. D. EDWARDS,** Manager, Amoy, 3rd December, 1903. [1450]

## MAIL TABLES FOR 1904.

Mounted on Card ..... 30 cents  
Paper ..... 20 cents

On Sale at the Daily Press Office, Hongkong, 5th March, 1904.

## NEW ADVERTISEMENTS

**COMPAGNIE DES MESSAGERIES MARITIMES.** PAQUEBOTS-POSTES FRANCAIS.

**FOR SHANGHAI, KOBE AND YOKOHAMA.**

**THE** Company's Steamship "YARRA."

Captain Solier, will be despatched for the above ports on or about THURSDAY, the 16th inst. For Freight or Passage, apply to G. de CHAMPEAUX, Agent.

Hongkong, 10th June, 1904. [12]

**"HEN" LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.** S.S. "BENARTY," FROM ANTWERP, LONDON AND STRAITS.

**CONSIGNEES** of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., when and from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 16th inst., will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognised. All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th June, 1904. [1467]

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. Co.'s Steamer** "SARDINIA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m., To-day, the 10th inst. Goods not cleared by the 16th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within three days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,** Superintendent, Hongkong, 10th June, 1904. [1]

**THE HONGKONG WEEKLY PRESS** and **CHINA OVERLAND TRADE REPORT** will be ready on Tuesday next, and will contain—

Leading Articles—The War, Kowloon-Canton Railway, Malaria and Plague in Hongkong, The Japanese Protectorate in Korea, Shanghai and the China Association, Hongkong Jottings, Supreme Court, War News, Alice Memorial Maternity Hospital, China v. Ceylon Tea, Banquet to a Queensland Trade Commissioner, The Treatment of Plague, Canton Notes, Pakhoi Notes, Manila Notes, Correspondence—A Growing Scandal, Portuguese and Plague, An Inquiry, Hongkong's Prison, China Light & Power Co., Water Polo, Hongkong and Port News, Commercial, Subscription, \$12 per Annum, payable in advance; postage \$2.

Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash. Hongkong, 10th June, 1904.

**WANTED TO RENT.**

**A TENNIS GROUND** on the Robinson Road level. Must be cheap. State terms to—

**"TENNIS,"** Care of Daily Press Office, Hongkong, 9th June, 1904. [1455]

**WANTED.**

**BY A Gentleman, LESSONS in ENGLISH.** State terms to—

**U,** Care of Daily Press Office, Hongkong, 9th June, 1904. [1457]

**WANTED.**

**A DOCTOR** for about one month for service on a Cable Steamer. Apply at once to—

**SUPT.,** Eastern Extension Telegraph Co., Hongkong, 9th June, 1904. [1458]

**WANTED.**

**BY an English Speaking Chinese Gentleman,** a Situation as PRIVATE SECRETARY and INTERPRETER to English or American Tourists travelling in China or elsewhere. Moderate salary. Best references. Apply to—

**T. C.,** Care of Daily Press Office, Hongkong, 16th May, 1904. [1250]

**LESSONS IN FRENCH.**

**NEW** and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. E., Care of Office of this Paper, Hongkong, 16th May, 1903. [1276]

**AUTOMATIC MAUSER PISTOLS.**

**CALIBRE 7.63 mm.** With CHAMBER for 30 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. **SIEMSEN & CO.,** Hongkong, 3rd October, 1900.

## INTIMATIONS

## THEATRE ROYAL.

Under the Direction of Miss FANNY STANLEY

**FOR A FEW NIGHTS ONLY.**

**FANNY STANLEY'S COMIC OPERA & DRAMATIC COMPANY.**

25 ARTISTES. • 25 ARTISTES. IMMENSE SUCCESS.

**TO-NIGHT (SATURDAY), JUNE 11th:** Emotional Drama in 5 Acts, "EAST LYNN."

Miss FANNY STANLEY in her Grand Impersonation as Lady Isabel and Madame Vio.

**MONDAY, JUNE 13th:** Comic Opera, "LA MASCOITE."

**TUESDAY, JUNE 14th:** Comic Opera, "MIKADO," in its Entirety.

**WEDNESDAY, JUNE 15th:** Comic Opera, "THE NAUTCH GIRL."

All New Scenery and Costumes. Prices 3, 2 & 1 Dollars. Plan Now Open at ROBINSON PIANO COMPANY.

Doors Open 8.30. Overture 9 p.m. Late trains will run after each performance, also Launch for Kowloon. Representative, T. Empson. Hongkong, 4th June, 1904. [1420]

**OPENING OF AQUATIC SEASON.**

**THE COMMITTEE of the VICTORIA RECREATION CLUB** request the pleasure of the Company of the Ladies of Hongkong at the CLUB ENCLOSURE, Austin Road, Kowloon, TO-DAY (SATURDAY), the 11th inst., at 4.30 p.m. Sharp. The Secretary's Launch will leave Blake Pier sharp at 4 p.m. to convey Spectators and Competitors. Entrance Fee: Non-Members, 50 cents. **HAROLD C. AUSTEN,** Hon. Secretary, Hongkong, 9th June, 1904. [1469]

**A. S. WATSON & CO., LIMITED.**

**THE REGISTERED OFFICE** of the above Company has This Day been REMOVED to ALEXANDRA BUILDINGS, DES VEAUX ROAD, 2ND FLOOR. **A. H. MANCCELL,** Secretary, Hongkong, 23rd May, 1904. [1317]

**NO** Toilet Requisites are Complete without these Soaps—

**PLANTOL FLORAL BOUQUET** 80+P. Guaranteed made from Fruits and Flowers and to contain no Animal Fat. It is most soothing and refreshing to Delicate Skins. **STAR LIGHT SOAP.** Pure and Economical, agreeably highly perfumed, and a Perfect Toilet and Nursery Soap; also CEDAR, GLYCERINE, and TALK SOAP. Now on show. **H. RUTTONJEE,** No. 5, D'Almeida Street, Hongkong, 9th June, 1904. [1455]

**NOTICE TO SHIPPERS.**

**THE NIPPON YUSEN KAISEA** are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as liberally by the terms of the NORTHERN PACIFIC S.S. CO. BOSTON STEAMSHIP and TOWBOAT CO'S OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road. **A. S. MIHARA,** Manager, Hongkong, 20th May, 1904. [1269]

**NOTICES OF FIRMS**

**WE** have Authorized Mr. DAVID LANDALE and Mr. WILLIAM ARTHUR CARRUTHERS CRUICKSHANK to Sign our Firm, and to Mr. HERBERT IRVING BELL and to Mr. CHARLES EDWARD ANTON we have given the Signature and Pronunciation.

**JARDINE, MATHESON & CO.,** Hongkong, 10th June, 1904. [1466]

**THE WINE GROWERS' SUPPLY CO.**

**THE** Undersigned having been appointed AGENTS for the WINE GROWERS' SUPPLY COMPANY, of Paris, are now prepared to answer enquiries and receive orders for all kinds of Wines and Spirits at 22 and 24, Bank Buildings.

**BARRETTO & CO.,** Hongkong, 10th June, 1904. [1463]

**NOTICE.**

**FUKUZO SANO** having from the 1st June, 1904, purchased the business of M. MUMBYA, Photograph Gallery, 2nd Floor, 8a, Queen's Road Central, All Debts due to and by M. MUMBYA up to the 1st June, 1904, will be received and paid by M. MUMBYA, and the business will be continued by FUKUZO SANO under the same style of "M. MUMBYA."

**FUKUZO SANO,** Hongkong, 4th June, 1904. [1428]

**NOTICE.**

**COKE AND TAR.**

**THE HONGKONG & CHINA GAS CO.** beg to notify the public that Messrs. KUNG HING & CO., 474, Des Vaux Road West, are the SOLE AGENTS for the sale of the Company's Coke and Tar, and that all orders should be sent to the said AGENTS direct. **GEORGE CURRY,** Local Secretary, Hongkong, 8th June, 1904. [144]

**NOTICE.**

**THE "HOTEL AMERICA"** has changed hands, and is under entirely New Management in which Mr. FRED NOLTE has No Further Interest from the 1st June, 1904. The present proprietors are not answerable for any Debts contracted by the Hotel before that date. **Hongkong, 10th June, 1904. [1462]**

## INSURANCES

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.**

**THE** Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. **REUTER, BROCKELMANN & CO.,** Agents, Hongkong, 21st April, 1897. [199]

**PHENIX FIRE OFFICE.**

**THE** Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates. **DOUGLAS LAPRAIK & CO.,** Agents for the Phoenix Fire Office, Hongkong, 17th August, 1887. [29]

**NORTHERN ASSURANCE CO.**

**FIRE and LIFE.** ESTABLISHED 1836.

**THE** Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates. Also to accept proposals for LIFE ASSURANCE. Prospectuses on application. **TURNER & CO.,** Agents, Hongkong, 23rd September, 1903. [267]

**NORTH BRITISH AND MERICAN TILE INSURANCE COMPANY.**

**TOTAL FUNDS** at 31st DECEMBER, 1902, £16,378,771.

**I. AUTHORIZED CAPITAL.....£3,000,000 0 0**  
**SUBSCRIBED CAPITAL.....2,750,000 0 0**  
**PAID-UP CAPITAL.....867,500 0 0**  
**II. FIRE FUNDS.....2,867,215 14 10**

**THE** Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. **SHEWAN, TOMES & CO.,** Agents, Hongkong, 19th June, 1903. [1858]

**THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.** INCORPORATED A.D. 1851.

**MARINE BRANCH.**

**THE** Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates. **ALEX. ROSS & CO.,** Hongkong, 28th April, 1904. [1121]

**THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.**

**FIRE BRANCH.**

**THE** Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS against FIRE at Current Rates. **HOLLAND-CHINA TRADING CO.,** Hongkong, 28th November, 1903. [1260]

**UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.**

**THE** Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates. **SIEMSEN & CO.,** Hongkong, 1st January, 1904. [101]

**MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)**

**COAL DEPARTMENT**

**MARUNO-UCHI, TOKIO.** Cable Address, "IWASAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies.

**AI, ABC 5th Edition, Western Union Codes** used.

All Letters Addressed: **MANAGER, MITSUBISHI CO.,** with name of place under BRANCH OFFICES—

**NAGASAKI, MOUL KOBE, KARATSU AND HANKOW.**

AGENTS: **SHANGHAI: H. J. H. TAPP.** **HONGKONG: H. U. JEFFRIES.** **MANILA: COMPANIA MARITIMA.** **YOKOHAMA: M. ASADA.**

**CONTRACTORS OF COAL** to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kishu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

**EXPORTS OF COAL** to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

**SOLE PROPRIETORS** of Takashima, Ochi, Shinaw, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzon Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1903 by the Company amounted to 1,210,000 tons.

**TAKASHIMA COAL.** Now and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity. **Hongkong, 28th April, 1904. [112]**

**WEI CHEETOO & CO.**

**IMPORTERS, EXPORTERS**

**GENERAL COMMISSION AGENTS.** SPECIALITY: HUMAN HAIR, No. 12, Pottinger Street, Hongkong.

Agencies:—

**CHEE CHEONG,** Dealer in Human Hair. **SHUN LOONG,** Preserved Ginger Factory. **CHOW LEUNG YEK,** Fire Cracker Factory. **Hongkong, 1st June, 1904. [1387]**

## PUBLIC COMPANIES

**THE PUNJON MINING COMPANY, LIMITED.**

## NOTICE.

**PREFERENCE SHAREHOLDERS** in the above Company are requested to attend a PRIVATE MEETING, to be held in the COMPANY'S OFFICE, No. 13, Beaconsfield Arcade, on MONDAY, the 13th JUNE, 1904, at 4 p.m., to discuss the scheme of reconstruction.

By Order of the Board of Directors. **A. R. LOWE,** Acting Secretary, Hongkong, 7th June, 1904. [1478]

**A. S. WATSON & CO., LIMITED.**

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the OFFICE of the COMPANY in ALEXANDRA BUILDINGS, on WEDNESDAY, the 15th JUNE, 1904, at 11 a.m., when the subjoined resolution which was passed at an Extraordinary General Meeting of the Company held on the 31st of May, 1904, will be submitted for confirmation as a Special Resolution.

**RESOLUTION.** That the Capital of the Company be increased to Nine Hundred Thousand Dollars by the creation of Thirty Thousand New Shares of Ten Dollars each.

By Order, **A. H. MANCCELL,** Secretary, Hongkong, 31st May, 1904. [1388]

## AUCTIONS

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 11th JUNE, 1904, at 2.30 p.m., at his SALES ROOMS, Daddell Street,

A LARGE QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, including—

A FEW FINE ENGRAVINGS. (Full Particulars from Catalogue.) On view from Friday, the 10th June, 1904. Catalogues will be issued. Terms—Cash on delivery. **JOE P. LAMBERT,** Auctioneer, Hongkong, 8th June, 1904. [1452]

**THE AMERICAN SYSTEM OF DENTISTRY**

**DR. M. H. CHAUN.** 37, DES VEAUX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 3rd June, 1904. [64]

**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**

**CODE WORD: "DOCK," NAGASAKI.** A.I., A.B.C., Scott's and Engineering Codes Used.

**DOCK No. 1 (at TATEGAMI).** Extreme Length..... 323 feet. Length on Blocks..... 513 " Width of Entrance on Top..... 89 " Width of Entrance on Bottom..... 77 " Water on Blocks at Spring Tide 26 1/2 "

**DOCK No. 2 (at MUKAJIMA).** Extreme Length..... 371 feet. Length on Blocks..... 350







## SHIPPING.

**ARRIVALS.**  
 No. 9, TUPANAS, Dutch str., 2,475 P. Zwart, Java-2nd June, General.—JAYA-CHINA-JAPAN-LINE.  
 No. 4, TASHIAN, British str., 1,121 J. Jenkins, Hongkong 3rd June, Rice.—BRADLEY & CO.  
 No. 10, BRENTY, British str., 1,510 G. D. Dunne, Singapore 4th June, General.—Straits, Livorno & Co.  
 No. 10, DAGMAR, German str., from Canton, no 10, HAICHING, British str., 2,567 A. E. Hodgins, Foochow, Amoy and Swatow 9th June, General.—DOUGLAS LARPAK & CO.  
 No. 10, LORD DUFFY, British str., 3,007, Dunne, Cargill via Las Palmas, Durban and Singapore 7th April, Coal.—DODWELL & CO.  
 No. 10, LOONGHONG, German str., 1,245, Kall, Chongking 6th June, General.—Straits, Livorno & Co.  
 No. 10, NINGCHOW, British str., 5,716, Riley, Kobe via Moji 9th June, General.—BUTTERFIELD & SWIRE.  
 No. 10, PUNAMA, British str., 2,215, Funnell, Straits and Mattheson & Co.  
 No. 10, RESTORE, British cable str., 1,284, W. G. H. Merrell, Singapore via Bangkok 27th May.—E. & A. TELEGRAPH CO.  
 No. 10, SARDINIA, British str., 4,126, C. C. Talbot, London 30th April, General.—P. & O. S. N. Co.  
 No. 10, YAMSHING, British str., 1,424, T. Seller, Hongkong 7th June, Coal and Fuel.—JARDINE, MATHESON & CO.

**CLEARANCES.**  
 AT THE HARBOR MASTER'S OFFICE.  
 10th June.  
 No. 10, GEMMAN str., for Tientsin.  
 No. 10, BRITISH str., for Nagasaki.  
 No. 10, BRITISH str., for Shanghai.  
 No. 10, BRITISH str., for Amoy.  
 No. 10, BRITISH str., for Kutchinotzu.  
 No. 10, BRITISH str., for Manila.  
 No. 10, BRITISH str., for Chongking.  
 No. 10, BRITISH str., for Bangkok.

**DEPARTURES.**  
 10th June.  
 No. 10, GEMMAN str., for Pakhoi.  
 No. 10, BRITISH str., for Yokohama.  
 No. 10, BRITISH str., for Canton.  
 No. 10, BRITISH str., for Hoihow.  
 No. 10, BRITISH str., for Shanghai.  
 No. 10, BRITISH str., for Amoy.  
 No. 10, BRITISH str., for Saigon.  
 No. 10, BRITISH str., for Cebu.  
 No. 10, BRITISH str., for Tientsin.  
 No. 10, BRITISH str., for Manila.  
 No. 10, BRITISH str., for Chongking.  
 No. 10, BRITISH str., for Bangkok.

**VESSLS IN DOCK.**  
 10th June.  
 No. 10, GEMMAN str., for Pakhoi.  
 No. 10, BRITISH str., for Yokohama.  
 No. 10, BRITISH str., for Canton.  
 No. 10, BRITISH str., for Hoihow.  
 No. 10, BRITISH str., for Shanghai.  
 No. 10, BRITISH str., for Amoy.  
 No. 10, BRITISH str., for Saigon.  
 No. 10, BRITISH str., for Cebu.  
 No. 10, BRITISH str., for Tientsin.  
 No. 10, BRITISH str., for Manila.  
 No. 10, BRITISH str., for Chongking.  
 No. 10, BRITISH str., for Bangkok.

**VESSLS ON THE BERTH.**  
 DOUGLAS STEAMSHIP COMPANY.  
 LIMITED.  
 OR SWATOW, AMOY AND FOCHOW.  
 THE Company's Steamship.  
 "HAICHING,"  
 Captain Hodgins, will be despatched for the above ports TO-MORROW, the 12th inst., at 4 A.M.  
 For Freight or Passage, apply to  
 DOUGLAS LARPAK & CO.,  
 General Managers.  
 Hongkong, 10th June, 1904. 1464

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
 L'AQUERBOTS-POSTE FRANCAIS.  
 NOTICE.  
 STEAM FOR  
 SAIGON, SINGAPORE, BATAVIA,  
 COLOMBO, ADEN, EGYPT,  
 MARSEILLES, MEDITERRANEAN  
 AND BLACK SEA PORTS,  
 LONDON, HAVRE, BORDEAUX;  
 ALSO  
 PORTS OF BRAZIL AND RIVER PLATE.

**ON TUESDAY, the 14th June, 1904,**  
 at 1 P.M. the Company's Steamship  
 "AUSTRALIAN," Captain Verron, with  
 Mail, Passengers, Specie and Cargo, will  
 leave this Port for MARSEILLES via Ports  
 of Call, WITHOUT TRANSHIPMENT.  
 Cargo and Specie will be registered for London  
 as well as for Marseilles, and accepted in  
 transit through Marseilles for the principal  
 places of Europe.  
 Shipping Orders will be granted till Noon  
 on Monday, the 13th June. Specie and  
 Parcels received until 4 P.M. on the same day.  
 No Cargo will be received on board on Tuesday.  
 Parcels are not to be sent on board; they  
 must be left at the Agency's Office. Contents  
 and Value of Packages are required.  
 For further particulars, apply at the Company's Office.

**STEAMSHIP SERVICE TO NEW YORK**  
 VIA SUZ CANAL.  
 (With liberty to call at Philippine Ports)  
 THE Steamship  
 "SENECA,"  
 will be despatched as above on or about the 15th  
 inst.  
 S.S. "SCHUYLKILL" on or about the 1st  
 inst.  
 For Freight or further information, apply to  
 STANDARD OIL COMPANY  
 OF NEW YORK,  
 Oriental Freight Department.  
 Hongkong, 21st May, 1904. 1393

**HONGKONG-MACAO LINE.**  
 S.S. "WING CHAI,"  
 Captain Samuel Bell Smith.  
 DEPARTURES from Hongkong, on week  
 days, at 7.30 A.M.; on Excursion  
 Sundays, at 8.30 A.M.; from Macao week days  
 at about 2 P.M. and Sundays about 7.30 P.M.  
 FARE—(week days) 1st Class (including cabin  
 and servant), \$3. Return Ticket \$5.  
 2nd Class \$1. 3rd Class 50 cents.  
 On Excursion Sundays 1st, 2nd, and 3rd Class  
 Single Ticket \$2. Return Ticket \$3. Return  
 Ticket including Tiffin and Dinner either on  
 board or at Macao Hotel \$5. On Sundays \$5  
 extra will be charged for each Cabin which has  
 accommodation for two or more Passengers.  
 Wharf at the Western end of Wing Lok Street.  
 The Steamer runs an Excursion Trip Every  
 Sunday, and takes only 3 1/2 hours to reach Macao.  
 MING ON & CO.,  
 2nd Floor, 16, Victoria Street.  
 Hongkong 6th September, 1903.

**THE new and fast Twin-Screw Steamer**  
 "SAN CHEUNG,"  
 951 Tons, Captain A. Murphy, will leave for  
 Canton at 8.30 P.M. on SUNDAYS, TUES-  
 DAYS and THURSDAYS and return to  
 Hongkong on the following days, leaving Canton  
 at 5 P.M. Excellent accommodation, electric  
 light, and perfect cuisine. Wharf at Hongkong  
 near Harbour Office.  
 First-class Fare, \$3 each way. Second-  
 class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LD.,  
 No. 147, Connaught Road Central.  
 Hongkong, 15th March, 1904. 127

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 No. 147, Connaught Road Central.  
 Hongkong, 15th March, 1904. 127

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT	PAY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	J. M. Montford	P. & O. S. N. Co.	BUTTERFIELD & SWIRE	18th inst., at Noon.
LONDON & ANTWERP	AGAMENON	Brit. str.		BUTTERFIELD & SWIRE		21st inst.
LONDON & ANTWERP	YANTZER	Brit. str.		BUTTERFIELD & SWIRE		5th July.
LONDON & ANTWERP	KINTUCK	Brit. str.		BUTTERFIELD & SWIRE		19th July.
LONDON & ANTWERP	MOYNE	Brit. str.	Webster	BUTTERFIELD & SWIRE		2nd Aug.
MARSEILLES, LONDON & ANTWERP	BENMOHR	Brit. str.	Verevor	GIBB, LIVINGSTON & CO.	MESSAGERIES MARITIMES	14th inst., Noon.
MARSEILLES, LONDON & ANTWERP	AUSTRALIAN	Brit. str.	Berentzen	MELCHERS & CO.		14th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	P. MAHIE	Ger. str.	Wilhelm	MELCHERS & CO.		6th July.
MARSEILLES, HAVRE & COPENHAGEN	ALLEN	Ger. str.	Förck	HAMBURG-AMERICA LINE		23rd inst., Noon.
MARSEILLES, LONDON & ANTWERP	SEGOVIA	Ger. str.	Dempwolf	HAMBURG-AMERICA LINE		15th inst.
HAVRE, BREMEN & HAMBURG	KATAVIA	Ger. str.	Jahang	HAMBURG-AMERICA LINE		23rd inst.
HAMBURG DIRECT	NURNBERG	Ger. str.	von Hoff	HAMBURG-AMERICA LINE		6th July.
HAVRE & HAMBURG	C. FERD LAEISE	Ger. str.	Rooden	HAMBURG-AMERICA LINE		19th July.
HAVRE & HAMBURG	HADENIA	Ger. str.	Milnhaff	HAMBURG-AMERICA LINE		10th Aug.
HAMBURG & HAMBURG	HAMBURG	Ger. str.	Cebol	HAMBURG-AMERICA LINE		23rd inst.
ALBANY, &c. VIA SINGAPORE &c.	VINDOBONA	Aus. str.		SANDER, WITLER & CO.		25th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	TEENY	Brit. str.		BUTTERFIELD & SWIRE		15th inst.
GENOA, MARSEILLES & LIVERPOOL	KEMBUS	Brit. str.		BUTTERFIELD & SWIRE		25th July.
NEW YORK, VIA SUEZ CANAL.	SENECA	Brit. str.		STANDARD OIL CO.		About 15th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	E. CARTER	Brit. str.		DOWDELL & CO. LD.		About 24th inst.
DURBAN	COURTFIELD	Brit. str.	Martin	GIBB, LIVINGSTON & CO.		About 18th inst.
VANCOUVER, VIA SHANGHAI, &c.	B. OF INDIA	Brit. str.		CANADIAN PACIFIC R. CO.		22nd inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.		CANADIAN PACIFIC R. CO.		26th July.
WINGATA (B.C.) & PACOMA VIA JAPAN	TRENTON	Brit. str.	T. W. Garlick	DOWDELL & CO. LIMITED		17th July.
VICTORIA (B.C.) & SEATTLE VIA N'SAKI, &c.	QANFA	Brit. str.	Schuldt	BUTTERFIELD & SWIRE		14th inst.
PORTLAND, OREGON	ARAGONIA	Brit. str.		PORTLAND & ASIATIC CO.		6th July.
AUSTRALIAN PORTS	CHINGTU	Brit. str.		BUTTERFIELD & SWIRE		Quick despatch.
YOKOHAMA, VIA SHANGHAI, MOSU & KOBE	SANDINIA	Brit. str.	C. C. Talbot	P. & O. S. N. Co.		16th inst.
KOBE	CHINGTU	Brit. str.		BUTTERFIELD & SWIRE		To-day.
SHANGHAI	TIENSIN	Brit. str.		BUTTERFIELD & SWIRE		13th inst.
SHANGHAI	TAIWAN	Brit. str.	G. Philipps	P. & O. S. N. Co.		About 16th inst.
SHANGHAI	BENGAL	Brit. str.	Sellier	MESSAGERIES MARITIMES		About 16th inst.
SHANGHAI, KOBE & YOKOHAMA	YANKEE	Freight.	A. Hansen	OSAKA SHOBEN KAISHA		22nd inst., 10 A.M.
POOHOW, VIA SWATOW & AMOY	TAIYUNG	Japan. str.	T. Brandt	OSAKA SHOBEN KAISHA		To-morrow, 10 A.M.
TAMSIU, VIA SWATOW & AMOY	M. SKRIVE	Japan. str.	H. A. Haraldeen	OSAKA SHOBEN KAISHA		19th inst., 10 A.M.
TAMSIU, VIA SWATOW & AMOY	FRITHJOF	Japan. str.	H. Kraft	OSAKA SHOBEN KAISHA		15th inst., 10 A.M.
TAMSIU, VIA SWATOW & AMOY	TRITON	Japan. str.	Hodgins	OSAKA SHOBEN KAISHA		10th inst., 10 A.M.
SWATOW, AMOY & POOHOW	HAICHING	Brit. str.		DOUGLAS LAFRANCE & CO.		20th inst.
SWATOW, CHEFOO & TIENSIN	KANSU	Brit. str.		BUTTERFIELD & SWIRE		To-day, at 4 P.M.
MANILA DIRECT	RUDI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.		15th inst.
MANILA	TAIING	Brit. str.	T. W. Garlick	BUTTERFIELD & SWIRE		About 15th inst.
MANILA	TRENTON	Brit. str.	A. Fraser	DOWDELL & CO. LD.		18th inst., 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.		SHEWAN, TOMES & CO.		



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"KINTUCK"	On 12th June.	
GLASGOW and LIVERPOOL	"KEEMUN"	On 25th June.	
GLASGOW and LIVERPOOL	"MOYUNE"	On 1st July.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 14th July.	

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"TEENKAI"	On 15th June.
LONDON and ANTWERP	"AGAMEMNON"	On 21st June.
LONDON and ANTWERP	"YANGTZE"	On 5th July.
LONDON and ANTWERP	"KINTUCK"	On 19th July.
GENOA, MARSEILLES and LIVERPOOL	"KEEMUN"	On 25th July.
LONDON and ANTWERP	"MOYUNE"	On 2nd August.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 17th July.

For Freight, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 30th May, 1904.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAIWAN"	On 11th June.
SHANGHAI	"TAMING"	On 13th June.
MANILA	"CHINGTU"	On 18th June.
KOBE	"KANSU"	On 20th June.

SWATOW, CHEFOO and TIENTSIN  
FOOT DARWIN, THURSDAY  
ISLAND, COOKTOWN, CAIRNS,  
TOWNSVILLE, BRISBANE,  
SYDNEY and MELBOURNE

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 10th June, 1904.

## "SOUTH AFRICAN" LINE OF STEAMERS.

FOR DURBAN.  
THE Steamship

"COURTFIELD,"  
Captain Martin, will be despatched as above on or about the 18th June.

Cargo to be loaded 10th to 15th June.

For Freight, apply to  
**GIBB, LIVINGSTON & CO., Agents.**

Hongkong, 31st May, 1904.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"COROMANDEL,"  
Captain G. M. Montford, B.N.E. carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th JUNE, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the B.M.S. "Egypt," due in London on the 1st August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
**E. A. HEWETT, Superintendent.**

Hongkong, 10th June, 1904.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1904.

"RICHMOND CASTLE" ... 24th June.

"ST. FILLANS" ... 30th June.

"LOWTHER CASTLE" ... 31st July.

For Freight and further information, apply to  
**DODWELL & CO., LD., Agents.**

Hongkong, 7th June, 1904.

## NATAI LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS PORTS every fortnight.

For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED, General Agents for China and Japan.**

Hongkong, 4th August, 1897.

## THE EAST ASIATIC COMPANY, LIMITED

FOR MARSEILLES, HAVRE AND COPENHAGEN.  
THE Danish Steamer.

"PRINSESS MARIE,"  
Captain Berentzen, will leave for the above ports on WEDNESDAY, the 6th July.

For Freight or Passage, apply to  
**MELCHERS & CO., Agents.**

Hongkong, 7th June, 1904.

## DODGE WOOD SPLIT PULLEYS.

ALL SIZES TO FIT ALL SIZED SHAFTS IN STOCK.

Also large Stocks of  
**GANDY COTTON BELTING.**

SOLE AGENTS,  
**LUTGENS EINSTAMANN & CO., HONGKONG**

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENFARG,"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

**MCGREGOR BROS. & GOW, Agents.**

Hongkong, 6th June, 1904.

NOTICE TO CONSIGNEES

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"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

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"GLENFARG,"  
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**MCGREGOR BROS. & GOW, Agents.**

Hongkong, 6th June, 1904.

## NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEZIA,"  
Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 7th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 7th June, 1904.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRASAMHA,"  
FROM PORTLAND (OR), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

**ALLAN CAMERON, General Agent.**

Hongkong, 7th June, 1904.

## NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SEYDLITZ,"  
OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., To-day, the 8th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 14th inst., at 9.30 A.M.

All Claims must reach us before the 19th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

**NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.**

Hongkong, 8th June, 1904.

## OCEAN STEAMSHIP COMPANY, LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"STENTOR,"  
are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 10th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 16th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognised.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE, Agents.**

Hongkong, 8th June, 1904.

## JAVA-CHINA-JAPAN LINE.

FROM JAVA PORTS AND MACASSAR.

THE J.C.J.L. Steamship

"TJIPANAS,"  
Captain Zwart, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge and/or Cargo left on board after the 11th June, will be landed in the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

No Fire Insurance will be effected.

The Steamer will be despatched for Kobs and Yokohama on the 15th inst.

Head Agency of the  
**JAVA-CHINA-JAPAN LINE, Alexandra Buildings.**

Hongkong, 9th June, 1904.

## NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Owners or the Crew of the following Vessels during the stay in Hongkong Harbour.

Standard Oil Co. 4-m. barque, J. McBryde—  
Eclair, British 4-m. barque, Parrell—  
Lynnhaven, British 4-m. barque, Parrell—  
Standard Oil Co.

Odd, Norwegian barque, Arnoldson—Shewan, Tomes & Co.

Hongkong, 6th June, 1904.

## THE NEW FRENCH REMEDY

TRADE MARK

THE SUCCESSFUL and highly popular remedy, used in the Continental Hospitals, is now available in a medicine of the kind, and surpasses everything hitherto employed.

**THERAPION No. 1** is a powerful purgative, removing all morbidities from the system, and is especially adapted for the treatment of all diseases of the bowels, such as constipation, indigestion, flatulence, and all other ailments of the digestive system.

**THERAPION No. 2** is a powerful purgative, removing all morbidities from the system, and is especially adapted for the treatment of all diseases of the bowels, such as constipation, indigestion, flatulence, and all other ailments of the digestive system.

**THERAPION No. 3** is a powerful purgative, removing all morbidities from the system, and is especially adapted for the treatment of all diseases of the bowels, such as constipation, indigestion, flatulence, and all other ailments of the digestive system.

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## POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dabry and the Trans-Siberian Railway is discontinued.

The mail from London of the 11th inst. has been transhipped to the P. & O. s.s. Nankin which left Singapore on Monday, the 6th inst., at 8 p.m., and may be expected here on about Monday, the 13th inst. This packet brings replies to letters despatched from Hongkong on the 4th inst.

The India, left Singapore on Thursday, the 9th inst., at 10 p.m., and may be expected here on about Friday, the 16th inst.

## MAILS WILL CLOSE

FOR	PER	DATE.
Canton	Poonan	Saturday, 11th, 7.30 A.M.
Manila	Hubb	Saturday, 11th, 9.00 A.M.
Nagasaki, Moji, Kobe, Yokohama, Tacoma, Victoria, B.C., Seattle and Vancouver	Stewart	Saturday, 11th, 9.00 A.M.
Moji and Salina Cruz (Mex.)	Chingpo	Saturday, 11th, 1.15 P.M.
Singapore, Penang and Bombay	Copri	Saturday, 11th, 3.00 P.M.
Macao	Hongshan	Saturday, 11th, 5.00 P.M.
Shanghai	Tientsin	Saturday, 11th, 5.00 P.M.
Swatow and Bangkok	Pitanglo	Saturday, 11th, 5.00 P.M.
Amoy, Straits and Rangoon	Purnas	Saturday, 11th, 5.00 P.M.
Namtu	Taichu	Saturday, 11th, 5.00 P.M.
Sanhu	Joi Fe	Saturday, 11th, 5.00 P.M.
Macao	Wingchui	Saturday, 11th, 5.00 P.M.
Swatow, Amoy and Tamsui	M. Struc	Sunday, 12th, 9.00 A.M.
Swatow, Amoy and Fookchow	Haiching	Sunday, 12th, 9.00 A.M.
Kongmoon, Kameluh and Samshui	Lantun	Sunday, 12th, 9.00 A.M.
Namtu	Taichu	Sunday, 12th, 9.00 A.M.
Sanhu	Hofa	Sunday, 12th, 9.00 A.M.
Macao	Wingchui	Sunday, 12th, 9.00 A.M.
Canton	Hongshan	Sunday, 12th, 9.00 A.M.
Macao	Hongshan	Sunday, 12th, 9.00 A.M.
Shanghai	Tientsin	Sunday, 12th, 9.00 A.M.
Keelung, Moji, Kobe, Yokohama and P'land O.	Argonia	Monday, 13th, 3.00 P.M.
Kongmoon, Kameluh and Samshui	Tak Hing	Monday, 13th, 5.00 P.M.
Namtu	Taichu	Monday, 13th, 5.00 P.M.
Sanhu	Hofa	Monday, 13th, 5.00 P.M.
Macao	Wingchui	Monday, 13th, 5.00 P.M.
Singapore, Penang and Calcutta	Lantun	Tuesday, 14th, 10.00 A.M.

EUROPE, &c., India via Tutuoria

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

Manila

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Swatow, Chiofo and Tientsin

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

EUROPE, &c., India via Tutuoria

(Late Letters 10.45 to 11.15 A.M. Extra Postage 10 cents.)

TO-DAY.

Opening of Aquatic Season, Club Enclosure, Austin Road, Kowloon, 4.30 p.m.

Fanny Stanley's Comic Opera and Dramatic Co., Theatre Royal, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

10th June.

ON LONDON.—

Telegraphic Transfer ..... 1.52

Bank Bills, on demand ..... 1.51

Bank Bills, at 30 days sight ..... 1.50

Credit, at 4 months sight ..... 1.49

Documentary Bills, 4 months sight ..... 1.48

ON PARIS.—

Bank Bills, on demand ..... 238

Credit, at 4 months sight ..... 237

ON GERMANY.—

On demand ..... 185

ON NEW YORK.—

Bank Bills, on demand ..... 44

Credit, 60 days sight ..... 45

ON BOMBAY.—

Telegraphic Transfer ..... 135

Bank, on demand ..... 136

ON CALCUTTA.—

Telegraphic Transfer ..... 135

Bank, on demand ..... 136

ON CHANGHAI.—

Bank, at sight ..... 71

Private, 30 days sight ..... 72

ON YOKOHAMA.—

On demand ..... 89

ON MANILA.—

On demand ..... 108

ON SINGAPORE.—

On demand ..... 108

ON BANGKOK.—

On demand ..... 63

ON SAIGON.—

On demand ..... 2 p.c. pm.

ON HAIKOW.—

On demand ..... 2 p.c. pm.

ON BANGKOK.—

On demand ..... 63

ON SAIGON.—

On demand ..... 2 p.c. pm.

## HONGKONG TIDE TABLE.

From 11th to the 17th June.

Hour	High Water	Low Water
11th	11.00	1.00
12th	11.15	1.15
13th	11.30	1.30
14th	11.45	1.45
15th	12.00	2.00
16th	12.15	2.15
17th	12.30	2.30

## HONGKONG METEOROLOGICAL REGISTER.

Previous Day	On Date	On Date
Barometer	29.72	29.67
Thermometer	80	82
Humidity	88	74
Wind Direction	SW	SW
Force	1	1
Weather	ed	o
Rain	1.57	0

Highest open air temperature on the 10th, 83.

Lowest open air temperature on the 10th, 75.

Hongkong Observatory 10th June.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.

1.45 p.m. &amp; 9.00 p.m. 9.45 to 11.15 p.m. every 1 hour.

SUNDAYS.

WEEK DAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.

1.45 p.m. &amp; 9.00 p.m. 9.45 to 11.15 p.m. every 1 hour.

SUNDAYS.

WEEK DAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.

1.45 p.m. &amp; 9.00 p.m. 9.45 to 11.15 p.m. every 1 hour.

SUNDAYS.

WEEK DAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

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1.45 p.m. &amp; 9.00 p.m. 9.45 to 11.15 p.m. every 1 hour.

SUNDAYS.

WEEK DAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

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8.00 a.m. to 9.00 a.m. Every 15 minutes.
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1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
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WEEK DAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS.

1.45 p.m. &amp; 9.00 p.m. 9.45 to 11.15 p.m. every 1 hour.

SUNDAYS.

WEEK DAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

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1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
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7.00 p.m. to 8.00 p.m. Every 15 minutes.

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WEEK DAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
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10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,333 tons, Captain R. D. Thomas.

S.S. "POWAN," 2,338 tons, Captain G. F. Morrison, R.N.R.

S.S. "FATSHAN," 2,260 tons, Captain W. A. Valentine.

S.S. "HANKOW," 2,073 tons, Captain B. Branch.

S.S. "KINSHAN," 2,860 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), and 9 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 a.m., and at 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HONGSHAN," 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 p.m. During the summer months the time of leaving is altered to suit the tide at Macao. For further particulars see special time table. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD &amp; SWIRE.

Agents, CHINA NAVIGATION CO., LD.

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